THE ENCYCLOPÆDIA OF SPORT-MR. LE GALLIENNE'S OUTPOURINGS-NEW-YORK HISTORY-FRENCH MENDICANTS.

We have referred every now and then to the evolution of "The Encyclopædia of Sport" (G. P. Putnam's Sons). The periodical instalments which have provoked our comments have now been gathered together and printed in a stout volume of more than six hundred pages. The encyclopædia is carried in this volume from A to Leo, concluding with a brief paragraph on the spearing of leopards, a sport to which, according to the editors, some rajahs are partial. There is a certain grim humor in that last remark. This is an encyclopædia for Democrats as well as for rajahs, and we doubt if very many readers will be inspired to go on leopardspearing expeditions, even if they are able to indulge in such a pastime. But, on the whole, the Earl of Suffolk and Berkshire, Mr. Hedley Peek and Mr. F. G. Afialo have made a book which the most modest of sportsmen will find inexhaustibly interesting and infallibly helpful. They have made their work really thorough Scrutinizing the pages carefully as they have come out, we have found each subject traversed by the hand of an authority who was not only equipped with the enthusiasm of an expert, but with the practicality of a man bent on sharing his knowledge with all readers. Whether the theme be coaching, or swimming, or the hunting of the caribou, this encyclopædia gives you the dertake to do that because of restrictions of space, it gives you such a bibliography as enables you to seek any lacking information with the least possible delay. We find, too, a refreshing impartiality in all the discussions of athletics. American methods receive as just criticism and as careful explication as the methods with which the editors are themselves more familiar. American writers have been called in to deal with subjects connected with this country, and they have received the same satisfactory treatment in the matter of illustrations which has been granted to their fellow-sportsmen across the sea. The illustrations, indeed, are extraordinarily fine. The full-page engravings are beautifully executed works of art, and the sketches and diagrams in the text leave nothing to be desired in their full explanation of every minute point on which the reader might be expected to desire instruction. The English have published many sporting books, but we have rarely seen one the equal of this. We judge from the scope of this volume that the encyclopædia will be completed in one more book of the same size, but we are sure that sportsmen would not object if the scheme were extended through three or four volumes.

Mr. Richard Le Gallienne in the thirtyseven pages which it has apparently been thought worth while to print between covers under the title of "If I Were God" (T. Y. Crowell & Co.) starts with the impressive observation that "On a still summit of the Alps one August afternoon, a young man and a young woman talked of God-sun, snow and peace making a shining silence of many colors about them-the strong sun, the pure snow, the vast and tender It is to be imagined from the discourse which follows that the young man and the young woman had a very edifying discussion. The fruit of it all is that "sometimes he-almost -prayed." But so far as this book is concerned we are left to feel that the young man would have been very much better off if he had stayed at home instead of going up upon the still summit of that alp. For there is not a thing in this impertinently named fragment which suggests valuable thought. There is nothing profound about Mr. Le Gallienne, and when he talks as he does in this book, about life and death and similar things, he is winnowing the wind.

Men in Epigram" (Chicago: A. C. McClurg & Co.) is a compilation made by Mr. Frederick W. Morton of the views of malds, wives, widows and others on the lords of creation. Some of the epigrams are clever, some of them are wise all of them make amusing reading, though we suppose the real purpose of a book of this sort is similar to that of a dictionary of quotations, to be drawn upon when a hurried writer wishes to point a moral and adorn a tale.

Sphinx Lore" (E. P. Dutton & Co.), by Miss Charlotte Brewster Jordan, gives a number of charades, anagrams and similar ingenious conceits for idle people on a rainy day to pass the time with. The work, we judge, is well done, though, of course, it would be necessary to put most of these plans into practice to prove their

tion of the late Abram C. Dayton's "Last Days of Knickerbooker Life in New-York." It is a charming volume of pen pictures, drawn by a man who not only knew the city of his youth and manhood but loved it, and wrote of its social life with something of the affectionate feeling that actuated George William Curtis in his "Prue and I." Mr. Dayton had no such style as Curtis, but he was a well-informed man and he poured his knowledge into this work with a certain easy grace that makes his book well worth its present handsome form. The edition contains some good portraits and views, and at this time, when the new growth of the city is occupying everybody's mind, a book like this is

The Macmillan Company publishes a new and handy edition of Mr. George Hooper's "Campaign of Sedan." It is a well-known and serviceable monograph, to which readers of to-day turn with high respect. First published in 1887, It is now reprinted with the addition of an index, and with the few errors that had crept into the original edition corrected. It now forms part of

more than welcome.

The Boston Athenæum publishes in a handsome and portly volume "A Catalogue of the Washington Collection in the Boston Athenaum." This collection is in four parts, namely, books from the library of General Washington, of Washington, and Washingtoniana. The cata logue has been compiled and annotated by Mr. Appleton P. C. Griffin, who has done his work with a thoroughness that will be appreciated by students of our history. This volume is really an admirable finding list for the investigator into the events of Washington's life and times. It has, appropriately, as frontispiece, a reproduction from Gilbert Stuart's porgrait of Washington, which is the property of the Boston

The Bells in London and the Macmillan Company in New-York publish under the title of "The Cathedral Series" a number of monographs compact in form and competent in style. The last one in the series is on Exeter, and is written by Mr. Percy Addleshaw. The account of the church is arranged with simplicity and force, so that the reader masters very soon and without difficulty the history of the fabric and of the Episcopal See. Mr. Addleshaw's style is pleasant and he writes as one in love with his subject. His text is reinforced by a number of admirable illustrations. Printed carefully and published at a small price, these books ought to prove helpful to the traveller.

of the Rheingold" (Harper & Brothers) a résumé of the Wagnerian cycle. The book is written for children, and is couched, therefore, in the simplest style. The ground has already been covered by more than one volume, but there is room for these direct and tactful abridgments of the operatic stories.

"The American Metropolis" (Peter F. Coilier) has produced a work which is likely to suffer somewhat from the unprepossessing form given | ocean level.

it by the publisher, but the reader who ignores | CONFERENCE WITH BLACK. the exterior of this work and goes patiently through the pages will not be disappointed He will find that Mr. Moss has produced a rapid and full survey of the history of New-York City, written in a plain, unassuming style and yet with abundant spirit. Mr. Moss has been too closely and too recently interested in local polities for him to handle political questiens in the calm spirit of the historian. We will not say that he is prejudiced; it is simply that when he writes of Tammany, for example, he writes as one who has no illusions. The book is coplously illustrated.

Charles Pryer, in his "Reminiscences of an Old Westchester Homestead" (G. P. Pulnam's Sons), deals less with documentary history than party of prominent Republicar Senators and Aswith the legends of his neighborhood. Old Westchester customs reappear in his pages, also old Westchester tales and mysteries. Little books like this have not a very serious destiny to fulfil, yet not only for the dwellers in Westchester County, but for readers everywhere who are interested in American topography and history, these slender chapters will have some interest.

Lady Herschell has translated and Edward arnold has published in a booklet between pasteboard covers Mr. Louis Paulian's book on The Beggars of Paris." It is a grim study. If we are to believe the author, French destitution is terrible, but the frauds carried out by the mendicants are hardly less amazing. "I would undertake," says cur author, "as a beggar, to procure any imaginable thing. . . Mendacity is a profession-I might almost say a latest word on the subject; or, if it cannot un- science." We learn that the authorities of Paris are phenomenally amiable. In the Paris hospitals they furnish gratuitously bandages and elastic stockings for those suffering from variose veins. A beggar who rejoices in the possession of such veins goes about from one hospital to another, gives a false address, and gets at each one a set of elastic stockings and bandages. On coming out of the hospital he goes to a second-hand dealer who buys the stockings from him for five francs and the bandages for four. This is only one out of a hundred dodges that Mr. Paulian describes. He has a remedy, of curse, and is quite sure that if all the methods which he proposes were put in force the mendacity of Paris would decrease. We venture to doubt, however, if his efforts would be successful. Mendacity has got a lot of human nature at the bottom of it. You cannot legislate a lazy vagabond into a self-supporting member of the community, and if Paris is ever to be even partially purged of its beggars, it will have to begin at the roots and work with a slowness and a devotion under discouragement which we are fain to think very few of the officials possess.

THE CHARTER CELEBRATION.

MERGING OF THE CITIZENS' AND MAYOR'S COM-MITTEES MR. CROKER'S PART IN

THE MEETING. A meeting of the committee appointed by Mayor Van Wyck to make arrangements for the celebration of May 4 as Charter Day in this city was called for 4 p. m. yesterday in the chamber of the Board en, and at that hour about one hundred the chamber, together with some members of the Citizens' Committee that had been going ahead wit arrangements for a celebration. The Mayor called the meeting to order and called for a nomination for hairman of the committee. William D. H. Washington, the chalrman of the 'itizens' Committee, be made chairman of the Mayor's committee also, and all the men present Then Robert B. Roosevelt was made de-chairman, and Colonel John G. J. Garnett was made secretary, and, on motion of John D. Crimmins, the Citizens' Committee was merged with the Mayor's committee and made to form a general committee. Henry W. Cannon was made treasurer of the general committee

Mr. Washington told of the visit of a sub-committee to Albany to urge the Governor and members of the Legislature to make May 4 a legal holiday in this city this year. District-Attorney Gardiner made a motion to empower the chairman and vice-chairman and Mayor Van Wyck to appoint all sub-committees, and that was carried with the understanding that members of the sub-committee of the Citizens Committee would be allowed to remain on those committees.

those committees.

Then John F. Faure began to urge the calling of the roll to find out who belonged to the committee and who were present at the meeting. One of the other men present said it was important that the country at large might know what men were behind the country at large might know what men were behind. dered. Newspaper men in the chamber had noticed that most of the members of the committee present were either Tammany politicians or members of the Republican machine, and the fact was made apparent to everybody when the roll was called. Most of the prominent men named by Mayor Van Wyck were absent, and there were tew responses when their names were called. Most of the men who responded to their names were Tammany officials or well-known Tammany politicials. Among the machine Republicans present were General Tracy, Edward Lauterbach, Postmaster Van Cott, L. L. Van Allen, Police Commissioner Hamilton and Judge W. M. K. Olcott.

The committee will have another meeting next Monday afternoon.

WILLIAM WALDORF ASTOR'S FOUNTAIN.

William Walderf Astor's new fountain for Cliveden is the largest private fountain of the kind in the world. It is gorgeous and of enormous expense, and the only fountain which rivals it in size and appearance is that of the Emperor William in Berlin, the next largest of the kind being at Moscow. In these two fountains the architects have developed the same idea which dominated the plans for the Astor fountain—a gigantic shell of stone in a basin on the ground level, the shell being horizontal, and when full of water the surface of the water is when full of water the surface of the water is about on a level with the eye.

Mr. Astor, who expects that his fountain will

astonish people when it is exhibited, has called it "The Fountain of Love." The shell alone weighs between sixty and seventy ions. This gigantic shell is made of nine pleces of the finest Sienna marble, and is light brown in color, but the huge blocks have been so skillfully put together that it is almost impossible to see color, but the huge blocks have been so skilfully put together that it is almost impossible to see the joins. The nine pieces of Slenna marble out of which the shell was made are the largest blocks of Slenna marble ever taken out of Italy. Like large cut diamonds, they represent an enormous waste of material. The fountain in its architectural features represents the deader. architectural features represents the develop-ment of one idea. It is practically simple, and devoid of ornate carving, excepting in the three

devoid of ornate carving, excepting in the three groups.

Group 1.—The first group of figures which forms a part of this fountain is on the end of the shell nearest the entrance gates. This group, made of the finest and whitest Sicilian marble, consists of the heroic-sized figure of a woman with a Cupid. The right hand of the figure is outstretched. In it she holds over the basin by the handle a small Greek vase, from which water pours. Her left hand falls by her side. Standing at her left side is a figure of a little Cupid, naked, with wings, looking up into her face. The work is pronounced by sculptors to be surpassingly beautiful. Group 2.—This consists of a woman and a Cupid, both standing and pledging each other in drinking cups. The figures are large and of the finest Sicilian marble. Group 3.—This group consists of a woman leaning back with a Cupid bending over her from a rock.

woman leaning back with a Cupid bending over her from a rock.

All round under the edges of the shell rare and beautiful aquatic plants are growing. There is no fountain in England rivalling this one of Mr. Astor's in size and beauty, and it is even said by architects that as a work of art, and considering its size, it is the finest fountain in the world. This fountain has already cost, according to moderate estimates. according to mode more than 150,000. oderate estimates, a great deal

## A BAD BREAK.

From The Philadelphia Record.

He was a very nice young man, and quite innocent, but he made a bad break a few evenings ago which almost "queered" him with his best girl. The young man has a penchant for light effects in trouserings, while his finance, on the contrary, prefers the dark effects for men's wear. Being flush one day, this young man went to his tallor and ordered a pair of trousers to he made up from a piece of light goods and another pair from a piece of dark material. That evening when he called on his heart's idol he remarked to her: "By the way, Jane, I bought two new pairs of trousers this morning—one for you and one for me." From The Philadelphia Record.

HIGH ELEVATIONS IN COLORADO,

From The Chicago Tribune. There are 110 mountains in Colorado whose

peaks are over twelve thousand feet above the

LEADING LEGISLATORS SUMMONED TO THE EXECUTIVE CHAMBER.

THE GOVERNOR TELLS THEM WHAT HE THINKS ABOUT PRIMARY ELECTION LEGISLATION-PROBABLE FEATURES OF THE REPUBLICAN BILL

[DY TELEGRAPH TO THE TRIBUNE.]

Albany, Feb. 17 .- There was a highly interesting conference at the Executive Chamber of the Capitol to-night in relation to the Primary Reform bills. Mr. Black assembled about him a semblymen, and had a chat with them about all the bills which have been presented with the object of reforming the primary elections. He had especially requested the presence of Senators Pavey, Brush and Ford, and Assemblymen Hill, Stedman and Brennan, who had introduced Primary bills. Senator Pavey, who was in New-York last night, received a telegram from Senator Ellsworth especially requesting him, on behalf of the Governor, to be present. Mr. Pavey at the time he received this message, was in conference with Elihu Root and other members of the Union League Club and the City Club who have been sketching out the measure which they think ought to be passed.

"The Union League Club and other bodies in New-York," said Mr. Pavey, on his arrival here, "have not yet put in form of a legislative enactment the bill they desire to have passed. I shall be glad to be present at the conference in the Executive Chamber to-night to learn Governor Black's views."

Senator Brush and Assemblyman Weekes were unable to be present, owing to an engagement in New-York, but Senators Pavey and Ford and Assemblymen Laimbeer, Stedman and Brennan were there. Among others present were Lieutenant-Governor Woodruff, Senators Ellsworth, Higgins, Charles Davis, Lexow, Raines, Krum, Lamy, Coggeshall, E. R. Brown and Humphrey, Speaker O'Grady and Assemblymen Nixon, Kelsey and Allds. The conference was in session until near mid-

night. It appeared from what was said that Governor Black, Lieutenant-Governor Woodruff, Senator Lexow and Speaker O'Grady rather favor a bill which will provide for a special enrolment of voters in May of this year. This enoliment would be made in May, it was said, for the purpose of giving ample time to prepare for the holding of primaries for the Assembly, Sen-te and County conventions, and also for the tate conventions. The enrolment will be made in the presence of the election inspectors in the cities. In all places where voters personally register their names this enrolment would take

s provision appears to prevent any reform rural primaries, which are notoriously as of the rural primaries, which are notoriously as bad as any others. Fully as much cheating and bribery goes on at these rural primaries as city primaries. The rural members of the Legisure are apparently willing to have reform of primaries in the cities, but are not in a to reform their own primaries Under the bill also on the first day of regis

on this year voters would state their pref-ce between political parties. This would be e the basis for the enrolment for the year ce in the spring of 1899 and each spring

primaries of the Republican party under bill would be held under the supervision Republican inspectors of election, appear he fall of 1897. The only test questlor the following: to act with the Republican party and vote for its candidates at the approaching election?" This question is designed to permit the Seth Low Republicans in New-York to take part in the primaries of this year. The primaries are to be held at the expense of the several counties. The date of the envolment will be named in the bill, but the dates for holding the primaries the bill, but the dates for bound, are to be named by the county committees of the parties. Who will act as officers at the primaries of the Prohibition party, the Socialist-Labor party, or of any independent offshoot of

Labor party, or of any independent offshoot of the Republican party or of the Democratic party has not yet been disclosed.

The enrolment of voters is to be a public record, and is to be open for examination at the office of the County Clerk in each county of the office of the courts are to be authorized to strike off the names of persons who have no right to vote at the primaries.

When a convention is held the correctness of the temporary roll is to be certified by the County Clerk. The convention is to be called to the temporary roll is to be certified by the County Clerk. The convention is to be called to order by a person designated by the County Com-

Clerks are to certify to the names of the degates elected, and they in effect will make up the temporary roll of the convention, and not the State Committee as at present.

Senator Pavey will report to the primary reform associations in New-York what was said at the conference here to-night.

SENATOR BRUSH'S WARNING.

NO REPUBLICAN SUCCESS, HE SAYS, WITHOUT

FAIR TREATMENT OF INDEPENDENTS. Albany, Feb. 17.-Senator Brush has submitted

an amendment to his Primary bill to meet the adverse views expressed. He says:
"One of the amendments which I have submitted to my Primary bill to-day is calculated to remedy an injustice as to the representation in

conventions, made necessary by the division of the Republican vote in some parts of the State last fall, especially in New-York and Kings counties. Any primary law which does not give all the voters an opportunity to be adequately represented in the nominating conventions will be satisfactory and unjust in its operations. It is evident that there can be no success for the Repub-lican party in this State in the future without united action on the part of the Republican voters. The past is behind us. Whatever of mistakes or wrongs there may have been should be remembered only to serve as a guide for future action,

"The present organization of the Republican party in New-York and Kings counties does not properly represent the sentiments of the Republican voters. Every sensible and patriotic Repub-lican knows this, and should be willing to adopt a fair method of obtaining an expression of that sentiment. The people are entitled to an opportunity to express their wishes, both at the prima-ries and at the polls on Election Day, fully and ries and at the poins on Election by, thay and freely. To the fact that they did not have this opportunity accorded them last autumn at the primaries through the channels of party organization is largely due the disaster which befell us. We should not repeat the folly, and the amendment lift adopted and incorporated into the Primary law, offers a wise and just solution of the question."

## CONSIDERING PRIMARY REFORM. THE UNION LEAGUE COMMITTEE IN CONFER-

ENCE ON MR. ROOT'S SUGGESTIONS. Elihu Root, Charles C. Beaman, Henry W. Can non, Paul D. Cravath, William Brookfield and John Proctor Clarke, composing the Committee of the Union League Club on Primary Election Legislation, together with the Committee of the XXVIIth Assembly District Republican Club on Primary Legislation, consisting of Gherardi Davis, Henry W. Taft, Horace Russell, P. Aymar Sands, George W. Wickersham, Bayard Dominick, M. Dwight Collier, Hoffman Miller, Richard J. Lewis and James W. Perry, met at the Union League Club last evening at 8:20 o'clock, in conference on primary election legislation. A sub-committee of the Committee on Fifty-three, appointed to consider primary legislation, was represented at the conference. The subcommittee consists of General Wagner Swayne, Seth Low, James S. Lehmater, Henry W. Taft,

Seth Low, James S. Lehmster, Henry W. Taft, Charles Mellen and W. H. Kenyon.

At the close of the meeting William Brookfield said: "When Mr. Root was installed as president of the club he made suggestions concerning a reform in the primary laws in his address. A committee was then appointed to consider them. It is this committee which is meeting to night. We have held other meetings before, and perhaps will hold more in the future. This is an informal gathering. Nothing has been formulated yet, and it may he some time before anything is done. If we decide upon anything, of course the decision will be carried to Albary. So far the discussion is simply anticipatery and nothing has been decided upon." Mr. Brookfield did not know when another meeting would be held.

ACCIDENT TO A STAGE MANAGER. Joseph R. Grismar, the stage manager of "Way

Down East," at the Manhatlan Theatre, met with a serious accident last night. There is a representation of a snowstorm in the play, in which is made to drive past a window as if blown by a strong wind. The effect is produced by an electric fan. Mr Grismar was trying to adjust the machinery, when his right hand was caught by the fan and all the fingers were cut searly off. A doctor was called from near by and dressed the wound.

MONITORS FOR DEFENCE.

THEIR USEFUL NESS AND STRENGTH SHOWN BY A NAVAL OFFICER.

THE NAVY YARD OF LITTLE USE IN CASE OF EMERGENCY UNDER PRESENT CONDITIONS -THE TRIBUNE'S ARGUMENT SUS-

TAINED BY AN EXPERT.

Rumors of startling developments regarding the blowing up of the battle-ship Maine were current at the Navy Yard yesterday afternoon, and back of the disaster to the ship and the possibility of international complications was the question, "What could the Navy Yard do toward the defence of New-York in case of a sudden attack by a Spanish cruiser?"

The answer was, "Practically nothing." The reason for this was not far to seek. The Government has taken away from the chief port of the country every vessel with a particle of fight about her, and the only United States vessels in commission at present under the control of the Navy Yard officers are the tugs Nina and Narkeeta and the torpedo-boat Stiletto. It was suggested yesterday that the tugs could quickly be equipped with torpedo-discharging outfits and, with the Stilletto, make an attempt at stopping the passage of a hostile warship into the harbor, but the chance of their doing any effective work would be small, as the excellence of modern rapid-fire, small-calibre guns would prevent their remaining affoat more than a few minutes after they came within range.

While it was admitted that there was a possibility that the disaster to the Maine might have been caused by an accident on board the ship, the improbability of such an occurrence was as stoutly maintained as on Wednesday, although the record of small troubles, which might easily have become greater had they not been detected in time, was shown to be long

The question of saving a part if not the whole of the Maine's valuable equipment was one which interested the Constructors' Department, and the information that the Merritt Wrecking Company had been engaged to undertake the task was taken as showing that the Government did not expect an immediate declaration of war.

In speaking of the defences of the port, an officer whose information on the subject is extensive said: "As far as the Navy is concerned. New-York is defenceless. If I remember rightly. The Tribune has advocated the retention at this station of one or two of the monitors, and I think, even with the knowledge that there are likely to be a lot of preliminaries before there is anything hostile, the people of the greatest city on the continent would feel much more at ease if they knew that our old friends the Puritan and the Terror were at the pitch of the Hook ready for business. The power of these heavily armored, low-lying vessels is often lost sight of when people see the stately white sides and glittering brasswork and long black guns of the battle-ships, but they are the most formidable things afloat to-day. That may seem a strong statement, but a careful study of their points will show you what I mean. Of course, I am not counting on a war of attack where an counting on a war

The Puritan, for instance, is antiquated as to engines, slow of speed, and awkward to handle, but nearly four tons of metal from her 12-inch guns can be planted in the space of the end of this building at a distance of five miles, with a force sufficient to tear apart anything h the high freeboard plan, while over a range of ten miles their projectiles would form a zone of danger which few foreign warships could pass through and be in condition to cause damage. The mark they present for an enemy's guns is or idiculously small compared with their fighting force that they seem to me more valuable than anything else the Government possesses wish we had three or four of them right here at this time. They might serve to allay some of the fear caused by sensation mongers, and give people who are easily excited a chance to re-

over their senses.
"The available force at the yard consists at The available force at the yard consists at present of 307 marines in the barracks, about fifty more on the Vermont, and enough sailors on the receiving ship to furnish a crew for the Dolphin when she is ready for sea. The repairs on the little dispatch beat are so far advanced that under an emergency she could be floated in about three weeks, and sent out in a month. order by a person designated by the County Com-mittee of the political party which Loids it, but, he is to have no authority after the chairman of the convention is elected. The same principle is to apply to State conventions. The County and are of no more value as naval factors than w other floating bulks would be est and most effective way of perfecting the naval defence of New-York would be, to my mind, in sending the Puritan and Terror here as fast as they can come, and get the Amphitrite They are of no use at sea would make an impassable bar at the harbor

> PLENTY OF EXPLOSIVES ON BOARD. THE MAINE LIBERALLY SUPPLIED, BUT THE

After an investigation that covered nearly all day

yesterday, the naval officials connected with the

Ordnance Department became convinced last night that it was no accident that caused the partial destruction of the Maine on Tuesday night. officers communicated with Washington, and secured complete data concerning the Maine and the disposition of its ammunition and explosives, supplementing it with their own records, and last night for the first time since the catastrophe hap-pened, the opinion of most of the officials in the Ordnance Department, which is under the supervision of Commander William Swift, is that a torpedo was exploded under the bottom of the Maine and close to the ten-inch magazine. Comobvious reasons. As an able-bodied and experia vessel should war be declared between the United States and Spain. The Ordnance Department officers seem to hold the opinion that if the ten-inch magazine was the one which exploded, the vessel was so generally wrecked forward that it w difficult to prove that a torpedo caused the mis-chief. One of the officers said yesterday:

"The only ammunition on the Maine that was fixed or small arm ammunition, located amidships forward. This magazine is from sixteen to eighteen feet from the side of the vessel, but the bottom of the magazine is close to the bottom of the vessel, so that it would be comparatively easy, if a tor-pedo were exploded under the bottom of the vessel, to reach this magazine, which contains a large number of rapid-fire cartridges all ready for use. The bottom of this magazine is only four or five feet from the water, and would be easily reached by the explosion caused by a torpedo under the hull. If the damage to the Maine had primarily been caused by an automobile torpedo, the chances are about nine out of ten that the vessel would not have sustained a great shock, and few if any lives would have been lost. The torpedo would have torn a comparatively small hole in the bottom of the Maine, and she would have sunk at her anchor, going down in about the same manner as a man would fall when stabbed in the back, without knowing exactly what hit him. If, however, the tormedo had been placed under the Maine so as to have reached the bottom of one of the magazines, the result would have been different. The Whitehead torpedoes, which are principally used by the United States Government, contain 210 pounds of gun cotton, and this is sufficient to cause a good deal of damage. It would tear a large enough hole to sink

any war vessel, despite lively work with the pumps.
"The E. W. Bliss Company, of this city, turns out a great many Whitehead torpedoes for the Government, and will doubtless be called upon to manurange of a Whitehead torpedo is about one thousighted so as to strike a comparatively small object. It is a nice art to send from the prow of a torpedo-boat one of these death-dealing mis-The question of tide and wind must figured upon, and if the water is rough, that must be taken into account. The torpedo travels from eight to twelve feet below the surface of the water. and darts along its course of eight hundred or one thousand yards in a few seconds.

thousand yards in a few seconds.

The magazine which was exploded by the torpedo under the Maine, taking it for granted that it was a torpedo, was either the middle magazine forward, in which was kept the ammunition for the six-inch guns, or the ten-inch magazine on the

starboard side. The middle magazine contained REAR-ADMIRAL SELFRIDGE HER from twelve thousand to fifteen thousand pound of slow-burning pawder, while the starboard magazine contained about thirty-five thousand pounds of the same kind of powder. This powder used for the heavy guns is of a peculiar nature. It is clastic in a way in its effects. It constantly increases in its explosive power for a perceptible interval. It does not flash like rifle powder, but explodes so that its effect would be to tear apart and spread open a battle-ship, just as the Maine was blown The damage to the Maine could have been caused by either the starboard magazine or the middle magazine, and it may have been both. There was powder enough in either of these magazines to cause frightful damage and loss of life. but there was not enough powder in the magazine on the port side forward to do the damage inflicted on the bow of the Maine. While an explosion in the port magazine would have caused more or less damage, it would not have blown the ship apart or caused her to sink."

PLACING A TORPEDO.

One of the officers was asked the degree of skill equired to place a torpedo under the Maine, and said that it would require a skilled operator to do

"A torpedo would not float in Havana Harbor to the sides of the Maine," said The Tribune's informer, 'on account of there not being any tide The water is so motionies: there that an object thrown overboard will not move one hundred thrown overboard will not move one hundred yards away from the ship in three hours. Therefore the force that destroyed the Maine must have been either placed there by adept hands, under cover of darkness on the night of the accident, or have been stationed there before the Maine entered the harbor. If it was a submerged mine, already anchored, that did the work, it must have been an exceedingly risky proceeding. Cuban sympathizers would have been among the first to have discovered the existence of electric wires reaching from the land to a point in the harber, and they might have set of the torpedo when a Spanish vessel was near it."

theory of spontaneous combustion as the cause of the Maine's destruction does not find many advocates among the officers. One of them said to a Tribune reporter yesterday afternoon:

ELEMENTS OF DANGER ELIMINATED. "With the plans of the Maine in front of me. I

an demonstrate to any fair-minded listener the parent impossibility of the explosion on the Maine aving been caused by spontaneous combustion of To begin with," said by heat from the dynamos. e, pointing to the plan of the Maine, on the star-oard side, where the 10-inch magazine was lo-ated. "there is a passageway separating the coal unkers from the magazine. This passageway is body sufficient to keep the air from getting over-ented, and, besides, the temperature of the coal holly sufficient to keep the air from getting over-ated, and, besides, the temperature of the coal inkers is a matter that receive constant watch-liness. Sigebee and Wainwright are enthusiasis all matters of this kind. The Maine was rigged in electric temperature alarms, and if the tem-trature had exceeded a certain point the alarm ould have been given and steps would have been ken to lower the temperature. The frequent into lower the temperature. The frequent ion of all parts of the ship at a time like t would have made it impossible for the bunkers to become overheated without attracting attention. And even if they had become overheated and the heat communicated to the walls of the magazine, it would still have been aimost impossible for the powder to ignite under these conditions. The powder is kept in copper tanks, one hundred and twenty pounds to a tank, and these tanks are set out from the walls of the magazine eight inches, so that the outside of the magazine could get piping but without affecting the powder. The coal carried on the Maine was anthrucite, and stored as it was in bunkers or compartments, spontaneous ried on the Maine was anthracite, and stored as it was in bunkers or compartments, spontaneous combustion could not have taken place there. About the only thing that will make coal burn from spontaneous combustion is to put it into the vessel when it is wet. Navai officers in these days take the greatest precaution to avoid loading wet coal, and Captain Sigsbee was always particular about that very thing." DYNAMOS NOT WITHIN REACH.

"Could any trouble in the dyname-rooms have No," was the answer. "I see by some of the Washington dispatches it is asserted dynamo-room was directly over the lo-inch magasynamo-room was directly over the is-linen magine, but that is not so. Here is the plan of Maine, exactly as she was built, and the dynar room is almost exactly amidships; nor is it of the coal bunkers. The rules governing the oposition of explosives on a ship of war are result of years of experiment and study by hest brains in the employ of the Government, at there were any risks in arranging the magines, coal bunkers and other compartments. Another dispatch says that the signal rockets may have been the cause of the explosion. This is absurd, for the reason that the signal rockets are stowed aft, and are not taken below at all. They are regarded as Another below the signal rockets are just as far away from the magazines as the the magazine lumps are fitted into a thin box, with double glasses over them, and the hit is furnished by electricity. All the safety ollances known to modern science surround these ups, and there is no likelihood that they caused explosion."

OHICK WORK PROMISED. ENPERT ASKS ONLY TWO HOURS' TIME AND A

TORPEDO TO BLOW UP A SHIP. While the officials at the Navy Yard are loath to admit it, even to their most intimate friends, it was discovered yesterday afternoon that they are devoting especial attention to getting torpedoes ready for emergency use in New-York Harbor. to do with experimenting with torpedoes for hardefence was busy nearly all day yesterday with his superiors. His name is Gilmartin, and ie is said to be thoroughly skilled in the handling THE CASE OF THE MAINE IN THE LIGHT OF A of torpedoes. Gilmartin was asked yesterday by one of his superiors if he would undertake, under orders, should necessity require it, the firing of a torpedo as an actual war measure. He instantly replied that he would do so with pleasure, and then he was asked:

"Mr. Gilmartin, suppose you were ordered on Saturday night to place a torpedo under the bot-

"Mr. Gilmartin, suppose you were distance to the solution of a vessel in New-York Harbor; how long would it take you to do it?"

"I would do it inside of two hours on any vessel afloat in this harbor, and I'll bet my life on it," soil Gilmartin.

It is altogether likely that if occasion should require the services of a torpedo expert, Gilmartin would be the man chosen for the perilous task.

"You can do most anything with a torpedo in the way of blowing a hole in a vessel," said Gilmartin to one of his friends, "and all I want is the word and the torpedo, and I will blow a hole in any vessel that comes into New-York Harbor. And I won't get burt, either," he added, with a grin.

From what could be learned last night, in case of sudden hostilities the Government will depend to a great extent on torpedoes for harbor defence.

"We can get them ready in a hurry," said one of the officers yesterday. "and there is no one knows it any better than the Spanish naval officials themselves. If such a thing should be that a Spanish war vessel should commit any hostile act while in the harbor of New-York, she never would get away. There are men enough and torpedoes enough to sink her half-a-dozen times before she gets outside of Sandy Hook."

SEEKING NEWS OF THE MISSING. RELATIVES OF BROOKLYN MEN ON THE BATTLE-SHIP CALL AT THE NAVY YARD,

capable of being exploded from detonation or of the Brooklyn men who belonged to the crew sudden far of any kind was what is known as the of the Maine visited the Navy Yard and the newspaper offices in quest of information about their rel-atives. Out of the twenty-two men who lived in Brooklyn and who were on the Maine at the time of the explosion, those who were undoubtedly killed are as follows:

JOHN BOCKBINDER,
HENRY DIERKING,
OCORGE D. FAUBEL,
THOMAS H. CRHINGR,
WILLIAM J. HORN,
JOHN HERBERT,
CHARLES HAUCK,
THOMAS J. JONES,
JOHN KELLY,

THOMAS F. KINSELLA, GEORGE W. KOEBLER, HERNARD LYNCH, THOMAS MACK, JOHN METZ, HENRY M'CANN, MCHAEL E. SALMIN, AUGUST SCHEDULE AUGUST SCHROEDER, HUGO KRUSE, Cerona

Those who were saved include Lieutenant Jungen, Past Assistant Engineer F. C. Powers, George s, Carpenter Alfred J. Holland and John Herbert.

and had just finished his fourth year in the Navy His home was at No. 181 Fourteenth-st., and he was one of ten children. In a letter to his father n week ago he said there would probably be war soon, judging from the way things looked in Havana.

George D. Faubel was a machinist and the son
of a saloon-keeper at No. 6. Jamaica-ave. He
was seventeen years old, and entered the Navy in

was seventeen years old, and entered the Navy in 1825.

There was joy in the household of George Helmes, ship carpenter, of No. 1,313 Bushwick-ave., when they received a snort message from him late on Wednesday night that he was all right. His aged father and mother live in Chester, Penn., and Mr. Helmes has a large number of friends in fraternal circles in Brooklyn.

George Start, until lately a member of Company K. 47th Regiment, was among the crew of the Maine, having shipped on her last voyage. His friends in Brooklyn fear that he was one of the killed, as they have heard nothing from him.

Henry McCann, the polleeman attached to the Lee Avenue Folice Court was so deeply distressed ever the death of his son, who was a gunner's mate on the Maine, that he was relieved from duty yesterday by Judge Kramer. The father went to the Navy Yard to learn what chance there was for the recovery of the body.

William J. Horn, of Flatbush, was a fireman on the Maine, and his brother-in-law, Frank Travis, with whom he lived, lives at No. 4 Church-ave, Horn shipped on the Maine for three years and his time would have been up in two weeks. Horn leaves a widow, who is employed as a servant with a family on the Heights.

Higo Kruse, of Corona, one of the crew of the Maine, was twenty-one years old, and his term of emistment would have expired next August. His father is a cigar manufacturer, and has slight hooes of his son's safety.

ALTHOUGH ON THE RETIRED LIST, HE ORDERED TO REPORT AT THE BROOKLYN NAVY YARD. Among the passengers on the North German

Lloyd steamship Fulda, which arrived at her pier in Hoboken yesterday, was Rear-Admiral Thomas O, Selfridge, jr., U. S. N., (retired), who is returning after an absence of two and onehalf years abroad. He was met at the pier by his son, Henry Selfridge, who handed him a tele. gram which had been received from the Navy Department

Admiral Selfridge de lined to reveal its contents, except to say that he had been ordered to report at the Brooklyn Navy Yard. He said that he know nothing about the ace.

dent to the Maine except what he had read to the newspapers when he reached Quarantine When asked if he thought the Maine was blows up by an explosion of the magazine or a torpedo, he replied: "It is impossible to say what caused the

plosion until after the investigation. When a can be determined whether the explosion was outboard or inboard. Of course, having curred in Havana Harbor, suspicion arises the the explosion was caused by a Spanish 69. However, it is best not to make conjectures, beto wait for the official report." Admiral Seifridge, jr., was retired only a fee

days ago, on account of having reached the age limit.

NO RUSH AT THE SHELL FACTORY. THE COMPANY READY FOR A BIG ORDER AT IN BROOKLYN WORKS, BUT NO WORD RE-CEIVED FROM WASHINGTON IN

DICATING A CRISIS.

The factory of the United States Projectile Company in Brooklyn, upon which the Government depends largely for her unarmored projectiles for ity yesterday as a result of the threatening war cloud, but it is ready to rush work at an hours notice. The work went on yesterday as it has for the last few months, about fifty men being saployed in making the usual quots of projection Superintendent Porter of the works said that as far as any receipt of rush orders from the Navy Department for more projectiles would the company was entirely ignorum of any criswhich might call for large amounts of ammintion to be used at once in warfare. The Government had not up to last night made any demand upon the company for a special order of project tiles, nor had any inquiries been received free Washington that would indicate that such an order

The company is ready, however, and eager to begin on a moment's notice to prepare for turning out shells in large quantities, from a one-inch shell up to the eight-inch size. The men yesterday the crisis and nothing would suit them better than accomplish in equipping the Navy with projectles. During the day men kept coming into the office in anticipation of such a situation. They were looking for work. The men were, however, invariably furned away with the reply that at present there was no work for them.

Superintendent Porter, when asked concerning the quantity of shells that was being delivered to the Government under present contracts, and the should be pushed to the limit, was inclined to be

reticent. He said:

"It would be hard to say just what we could accomplish if we were pushed. Now we are running along on our usual way, but are prepared at any time to largely increase our output, if the Government should require it. We would like nothing heater than to get a big order now. We have the equipment and could set the men, so that when

ordered. Probably it would be taree months, but see we have not not a large quantity of steel on hand, and it would have to be made first."

In speaking of the number of shells which the Government now has on hand. Mr. Porter said the Government was not in good shape "Our Government," said he, "does not as European governments do in time of peace prepare for rat. This is particularly true in the matter of laying up large supplies of ammunition."

Mr. Porter would not say whether his company would endeaver, if necessity should demand, to

made at the factory is intended largely for shelling cities and unarmored cruisers. The completed pro-jectiles are usually delivered to the tenders of the Navy Yard, which call at the company's pler for

ONLY ONE SHELL EXPLODED.

PRENCH NAVAL RECORD. In hunting up records of magazine explo-

terday afternoon the officers at the Brooklyn Navy Yard were confirmed in their opinion that it must have been a torpedo under the bottom of the Maine that caused her destruction, by finding the official record of the last magazine ex plosion, in the French navy, which occurred on May 13, 1895, on board the Admiral Duperte.

On that date a loud report was heard, and the after part of the vessel was soon filled with smoke. after part of the vessel was soon filled with smoke, which was found to be issuing from the central powder magazine on the lower deck. The fire alarm was immediately given, and in a short time the crew were directing streams of water into the magazine. The fire was soon extinguished.

Admiral de Cuverville went below and found that the door of the magazine had been burled a distance of thirty feet. Closer investigation showed that a cartridge about threen inches long and exploded, but that none of the other cartridges among which it was packed was discharged. The magazine contained three thousand killedgrammes, or six thousand pounds, of gunpowder and melinite shells, none of which were disturbed in any way. The explosion was attributed to the overheating of the magazine by condensing pipes connected with the boilers.

connected with the boilers.

The Navy Yard officers argued that the explosion on the Maine could have been caused only by a tremendous shock, and probably by a torpedo. IMPROVED PRICES FOR STOCKS. A BETTER FEELING IN WALL STREET-SOME OF

Despite the reports that the blowing up Maine was the result of a plot, there was a better feeling in Wall Street yesterday. For nearly all the active stocks dealt in on the New-York Stock Exchange improved prices were recorded. Some of the net gains in stocks, comparing the closing of the net gains in stocks, comparing the closist prices with those of Wednesday, were: Corsolidate Gas 14. Eric first preferred 18. Adams Express inlinois Central 1. Laclede Gas 1. Minneapolis and St. Louis 28. Minneapolis and St. Louis second preferred 1. Minnesota Iron 18. Singuehanna and Western preferred 19. North American 19. Omaha 1. Oregon Improvement 1. Oregon Navigation 18. Pullman 1. Denver and Gulf 1. Rubber preferred 1. The total sales of stocks were 420,00 shares.

SHARPSHOOTERS OFFER THEIR SERVICES.

dent, John R. Byron, sent a message yesterday afternoon to Secretary Long, volunteering the services of more than five hundred sharpshooters in wices of more than five hundred sharpshooters in Westchester County to the Government on two hours' notice. The action of the club was the result of a hasty deliberation of the members. The membership of the club is made up of well-knows business men and politicians of Yongers, Moust Vernon, New-Rochelle and Tarrytown.

CITIZEN PEDLERS' ASSOCIATION READT. The Citizen Pedlers' Association of Greater New-York at a meeting held last night adopted resolutions expressing profound sorrow for the Maine calamity and the readiness of almost every mem-ber of the association to take up arms if neces-

TWO BARGES WRECKED OFF CAPE COD.

THE CREWS NOT ON THEM, AND PROBABLE SAVED BY A TUGBOAT.

Chatham, Mass., Feb. 17.-Two Philadelphia and

Reading barges, in tow of the tug Carbonero, from Philadelphia to Boston, met with disaster off Cape Cod lest night. At daybreak it was discovered that one of them, the St. Nicholas, was ashore off Mon one of them, the St. Nicholas, was ashore of Monomoy Point, the other, the Excelsior, foundered
on Handkerchief Shoai. It is thought the crews of
both were taken off by the tug. The Monomoy lifesaving crew visited the St. Nicholas during the
forenoon and found evidences that the crew had
abandoned her. The Excelsior broke up rapidly
this afternoon, the masts falling and her afterhouse being washed away.

News of the arrival of the Carbonero in either
Boston or Provincetown is eagerly awaited.